

# PASSING OF CAPTAIN CLARK

CAPT. W. L. CLARK



Pioneer Iowan who passed away yesterday at his home in Buffalo, Captain Clark was well known in this city, having lived here before most of the people who are recognized as the pioneers of Rock Island. His funeral will be held Monday afternoon at 2 o'clock from the home in Buffalo and burial will take place in Rosedale cemetery there.

This time Captain Clark secured through the kindness of his staunch friends, Generals Jones and Dodge, senators from Iowa, the contract for carrying the United States mails, which was at that early period a very valuable acquisition.

In 1857 Captain Clark removed from Davenport to Buffalo, where he opened the coal mines to supply the packets with their products. The coal was mined and hauled to the mouth of Bowling creek, at which point the packets landed for coaling at that time. He was now quite wealthy, but in 1859 the financial crisis came upon the land like a northern blizzard, sweeping every one before it. Captain Clark was not an exception. But he did not grow disheartened. He had already experienced reverses and his schooling in that stern discipline stood him in good stead. The most secure banks crumbled into invisible fragments, leaving nothing but "wildcat" securities, from which sprang many fine buildings for the unfortunate creditors to gaze upon while grieving over their misplaced confidence. During those dark hours that tried men's souls, many noble hearted, honest men like Antoine LeClaire, J. M. D. Burrows, and others, fell to rise no more financially. A few withstood the blast, though they lost money, and they came forth with honor, brightened by the rough usage they had received.

After the sunshine streamed through the clouds once more, Captain Clark found himself with but a moiety, although it was sufficient to supply him with a comfortable home in his old age, and to grant a few luxuries for his declining years. In 1865, together with Captain Dodge, Captain Clark laid out an addition to the city of Buffalo, which still bears their names. Two streets in the city were also called after them. The heirs of Captain Dodge and Captain Clark himself still possess extensive interests in that locality.

## STRONG DEMOCRAT.

Captain Clark was a democrat and, while for many years in intimate association with the leaders of the party in his state, he never aspired to public office. In his relations with his fellow men he closely approximated the ideal citizen. Courteous, considerate, hospitable and warmly sympathetic he was at the same time a man of independent ideas, sound judgment and great decision of character.

His faculties were unimpaired up to the last. Occupying for years the unique position of sole survivor of the first settlers of this locality he did not, as so many others of advanced years do, dwell altogether in the past. One conversing with him could not help marveling at his grasp of current events and the thoroughly up to date atmosphere surrounding him. After hearing him tell of his personal experiences with the Indians before most of the grandfathers of the present day were born it seemed inconceivable that he could, through all the intervening years, have kept so fully abreast of the march of events.

## LIFE REMINISCENCES.

The following personal reminiscences of Captain Clark's life in this vicinity are condensed from a paper read before the Andalusia Memorial association in 1905, and from the exchange of memories of early days that followed the reading of the paper.

There were scant postal facilities in 1827, when the boy Clark (myself) first went upon the island (Fort Armstrong). Mail was obtained from Galena, about 160 miles away, by sending two soldiers on foot to that place. The news of President Jackson's election in 1828 was not received until late in December, although the election had taken place in August, and then by messenger service, the messenger being Hon. John W. Spencer, requiring a week for the trip.

PICTURE OF GEORGE DAVENPORT.

"The first palisade I remember seeing outside of my own family, was George Davenport. He was the first white settler in the vicinity of Rock Island. There were three Davenport families, not at all connected—all living on Rock Island—the others being George Marmaduke and Colonel William Davenport. One was the George I have just named, the Indian trader, located where the old trading house still remains on the government island. Him I remember very well. He

was a man of medium height, 5 feet 8 inches, squarely built, inclined to fleshy, florid of face, light complexion; a typical Englishman; wore long hair hanging down his back, which made a vivid impression upon my youthful mind. The first time I saw him he was lying back, his hair floating in the water, while he steered a canoe an Indian was paddling.

"Life during 1827, 1828 and 1829 was vexed by many obstacles. The first of these three years I spent in sight of Davenport, with occasional trips across the river. I remember well when there was no white family on the Iowa side. The next year, 1828, trade opened with the Indians across the river. A buck came over and wanted to sell a pony. My father went to the Iowa side, taking me with him, and bought the pony.

"Do you ask how the Indian delivered the pony to the Illinois side? He took a rawhide lasso, tied it around the pony's neck, and the Indian paddled across the river, taking his time to do so, and the pony swam where he could not walk. The spot of starting was about the foot of Brady street, landing about where Eighteenth street is at Rock Island.

MOVED TO ANDALUSIA.

"Later my father's family came and built a hewn log house at the creek, at the west end of Andalusia, in the fall of 1832. The logs used now form the west half of Henry Springmeyer's residence at Buffalo, having been transported on ice (we really had ice in those days, when the old river was unspoiled by the hands of men).

"At the time my father built, his was the only house between that of Joshua Vandruft, on Vandruft's island, at the foot of Black Hawk's Watch Tower, and Erastus Dennison, at the 'Upper Yellow Banks,' now New Boston, distant about 30 to 35 miles from each other.

"My father, Captain B. W. Clark, entered, I think, 160 acres, part being the present town, and placed it under fence and plow. After looking the ground all over, he established 'Clark ferry,' which became the most noted ferry above St. Louis, nearly all of the first settlers of Scott, Muscatine, Cedar and Linn counties crossing into Black Hawk's purchase here.

"You will see that Monmouth is 40 miles due south and Dubuque 75 miles due north, with no cross lots, and the ferry was below the mouth of Rock river, thus saving crossing Rock river and sloughs to reach Black Hawk's purchase.

"Father could have claimed where Davenport now is, below what is now Harrison street, the LeClaire reservation being above that. But why go there? Our country was more beautiful, better timber, with coal in sight in many of the creeks.

"We did our fencing with split rails for many years, no pine lumber being run down the river until many years later; no wire fencing. Thus our timber was in demand.

"Buffalo would have been the county seat of Scott county had it not been for the trickery of the territorial legislature in subdividing Des Moines county, throwing Buffalo only three miles from the Muscatine county line. My father, after removing to Black Hawk's purchase in 1833, continued to run the ferry, and about 1838 sold to Colonel Stevenson, W. S. Hamilton, and Mr. Whiteside of Galena, Ill., his entire landed interest excepting the fraction lying in front of Andalusia, and two lots lying where Frank Eby (I think) built his store, across the street and east of your city hall, and the ferry franchise, for \$17,000.

WHERE WEBSTER COMES IN.

"These men, with others, bought part of the interest of Jonah Case and J. W. Spencer and laid out the town of Stephenson, afterwards Rock Island. They also laid out the town of Rockport, which ran east up to the Buffum creek, west nearly one-half mile below the sulphur springs, south over the hills at least a mile from the river. They had it platted in a most gorgeous and attractive manner. They took the map to Washington City, where they sold many thousands of dollars' worth of town lots to Daniel Webster, Henry Clark, J. C. Calhoun, General George W. Jones, and others, none of whom ever saw the lots. Rockport died a natural death, and after an uninterrupted sleep of many years, was sold for taxes, bought by Napoleon Bonaparte Buford, laid out in town lots and named Andalusia. The younger people perhaps do not know who the above named gentlemen is, but old citizens remember him as a citizen of Rock Island.

"Colonel Stephenson, Messrs. Hamilton and Whiteside joined with George Davenport and laid over a very large town site, where the town of Sears now is, and called it Rock Island City, but this was neither a financial success nor a swindle for lack of purchasers of lots.

"Before selling his lots at Andalusia my father gave sufficient ground for the cemetery in which the first burial was that of Ciles Gabbert, son of Daniel Gabbert, whom my father had living there to run the ferry.

RESIDENCE VARIED.

"Before closing I am asked to state as a peculiar feature that during a long life, I have lived in the Louisiana purchase, state of Illinois, (I can almost say territory, since the state is only four years older than myself); the territory of Wisconsin, now state; territory of Minnesota, now state; Black Hawk's purchase, Iowa territory and state of Iowa, and only moved one mile. And I can add that I have a friend whose oldest son was born in Michigan territory, second in Wisconsin territory, third in Iowa territory, fourth in the state of Iowa, all being born in the same log cabin. The name of my friend was 'Timber' Woods of Burlington, Iowa."

Captain Clark told of the manner in which the Clark family happened to come to Rock Island. It was the original intention to settle at Fort Edwards, as the site of the present town of Warsaw was then known. There the Clarks did stop, and Captain Benjamin Clark bought an interest in a herd of cattle which was pastured in the bottoms opposite Quincy. George Davenport, the Indian trader, who was at that time already located at Rock Island, learned of the elder Clark and engaged him to come up the river and cut some wild hay. The family was brought along on the trip, and remained here from that time on. Captain Clark remembers distinctly when his father carried him from the gang plank of the small river steamer, on which the trip was made, and placed him down on the shore in the midst of a crowd of 100 Indians, who had gathered to see the boat land.

When the Clark family lived on what is now Sylvan water, in the vicinity of the Cable residence, the Sacs and Foxes in the fall, before starting out on their hunting expeditions, would take their canoes around from Rock river, and, filling them with stones, sink them in the slough near the cabin. This was done to hide them to the Winnebagoes, whom the captain describes as a thieving tribe, could not find them and take them away. The canoes were usually made of walnut logs hollowed out with fire. Occasionally a birch bark canoe from the north was found among them.

WERE THRIFTY TRIBE.

The Sacs and Foxes were industrious, for Indians, and usually provident. From the Clark cabin to the mouth of Rock river was a cultivated field in which the squaws raised "squaw" corn, beans, etc. Until a few years ago, in the unbroken pastures, Captain Clark stated he could find the hills in which the corn was planted, the ground being ridged up in working it. When the tribe went away on a hunt, the greatest precautions were taken to prevent the Winnebagoes from getting the corn and beans that had been harvested. To save this precious supply, it was placed in sacks woven from the bark of the linn or basswood tree. Then holes four or five deep were dug in the ground, leaves were placed in the bottom, and the sacks were put in.

This was then covered with more leaves, brush and grass to keep the water from reaching the grain, then a thin layer of earth was placed on it and more leaves were scattered, the natural appearance of the surface being artificially produced with such nicety that the prying eyes of the Winnebagoes were deceived.

PEARING FOR CORN.

"I have seen the Winnebagoes, armed with muskrat spears, long, sharp instruments of their own make, that they used to prod in muskrat houses and kill the animals, going about poking into the ground where they thought they might find buried grain," said the captain in telling of it. "Sometimes they would find what they were looking for, and then when the Sacs and Foxes came back, they found all their trouble had been for nothing. The methods that the Indians used in keeping track of the location of their own stores were not considered remarkable in the woodcraft of those days."

Probably the narrowest escape that Captain Clark had in all his dealings with the Indians was purely an accident. He carried the scar to his last day, a dent in his head. He and some Indian boys were competing in jumping. Moses Keokuk was among them, and he had a heavy "squaw" hoe used in cultivating crops. Just as young Clark jumped, Keokuk was bringing down the hoe to mark the place where he expected the white boy would land. The back of the hoe came down on the top of the latter's head, and a slight fracture of the skull resulted.

KNEW BLACK HAWK.

Captain Clark contributed some interesting recollections of Black Hawk. Sau-ke-nuk, Black Hawk's town, was nearly four miles south of Rock Island city, and one mile west of the Milan bridge, on the north side of Rock river. The Clark family had lived at Black Hawk several years before the Black Hawk war left the chief a prisoner in the hands of the whites, and Captain Clark knew him as the alert and vigorous young brave that led his tribe later in the forlorn effort they made to stay the westward march of the whites.

The 500 apple trees that were brought to Buffalo at the request of Captain Benjamin Clark by a party returning with their families from Ohio, were distributed and grew into the first orchards in this vicinity. They were of hardy stock and for many years bore great crops, having few of the enemies that the fruit nowadays has to contend with.

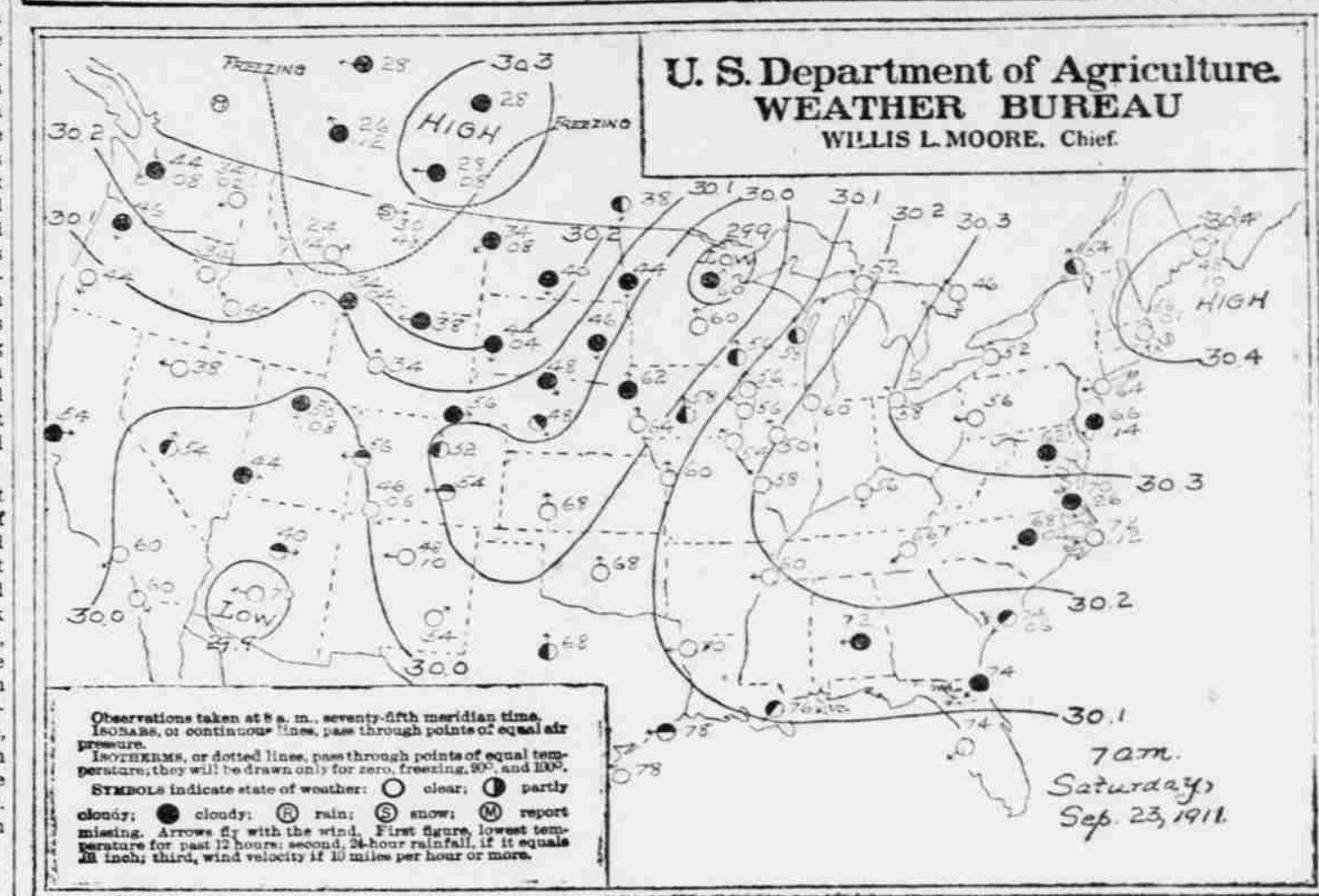
Asked concerning the buffalo, or bison, Captain Clark laughed. "I have seen a great many travelers in the early days," said he, "who got all ready as soon as they had crossed the Mississippi river to go out and kill buffalo. If there were any of these animals about here, it was before my time. I never saw one."

Forced to Leave Home.

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# Daily United States Weather Map



FORECAST FOR ROCK ISLAND, DAVENPORT, MOLINE AND VICINITY.  
Unsettled weather with probable showers tonight or Sunday. Cooler Sunday.

WEATHER CONDITIONS.		night or Sunday, and by cooler Sunday.	
Showers have occurred along the Atlantic coast during the past 24 hours, but the area of high pressure now over the territory east of the Mississippi, with its crest over New England. The western low extends from the southern plateau states to Lake Superior and precipitation is reported from the Rocky mountain states and the extreme north Pacific coast. An extensive area of high pressure is central over Saskatchewan and freezing weather prevails in most of the Canadian northwest and in Montana. A snow storm was in progress at Havre, Mont., at 7 a. m. The eastward movement of the western low and the approach of the northwestern high will be attended by unsettled weather, with probably showers, in this vicinity to day.			
OBSERVATIONS.		MISSISSIPPI RIVER.	
High	Low	Flood Hgt.	Chng.
yes- last 24 hrs.	tr'dy. night inch.	stage. feet.	24 hrs.
Atlantic City .....	74	66	1.4
Boston .....	76	56	.91
Buffalo .....	70	52	.00
Rock Island .....	76	56	.00
Denver .....	82	52	.00
Jacksonville .....	88	74	.00
Kansas City .....	76	60	.00
New Orleans .....	92	76	.00
New York .....	74	64	.00
Norfolk .....	76	70	.26
Phoenix .....	96	70	.00
St. Louis .....	74	58	.00
St. Paul .....	80	60	.00
San Diego .....	74	60	.00
San Francisco .....	64	54	.00
RIVER FORECAST.			
		During the next 48 hours a falling tendency in the Mississippi will continue from Clinton to Muscatine.	
Seattle .....	60	44	.08
Washington, D. C. ....	80	62	.00
Winnipeg .....	54	38	.00
Yellowstone Park .....	34	.04	

# Today's Market Quotations

(By wire from E. W. Wagner & Co., members of Chicago Board of Trade Grain, provisions, stocks, and cotton. Local offices at Rock Island and House Rock, Kansas 10. Chicago office 38-39-100, Board of Trade. Local telephone, No. west 330.)

**BOARD OF TRADE TRANSACTIONS.**  
**Wheat.**

September, 94½, 95½, 94½, 95½.  
 December, 98½, 99½, 98½, 99½.  
 May, 104½, 105½, 104½, 105½.

**Corn.**  
 September, 68½, 68½, 68½, 68½.  
 December, 64½, 64½, 64, 64½.  
 May, 66½, 66½, 65½, 66½.

**Oats.**  
 September, 45½, 45½, 45, 45½.  
 December, 47½, 47½, 46½, 47½.  
 May, 49½, 50, 49½, 49½.

**Pork.**  
 September, 14.87, 14.90, 14.87, 14.90.  
 January, 15.17, 15.10, 15.12, 15.25.

**Lard.**  
 September, 9.52, 9.52, 9.46, 9.52.  
 January, 9.00, 9.02, 8.97, 9.00.

**Ribs.**  
 September, 8.70, 8.87, 8.70, 8.82.  
 January, 8.05, 8.07, 8.02, 8.05.

**THE GRAIN MARKET.**  
**Liverpool Grain.**

Liverpool, Sept. 23.—The wheat market responded in a small way to the strength in America yesterday and the firmness of American and Canadian offers and values were ½ to ¾ higher. Following the opening there was free realizing in the way of profit taking, and values declined ¼ to ¾, with the undertone easy. There was a very small inquiry for cargoes arrived, which were 3 to 6 pence lower, and large houses here were free sellers on the advance. The Argentine outlook is highly favorable, better reports from Russia and Roumania and a belief in a large yield in Canada, together with a more settled political outlook. At the close the market was easy, ¼ to ¾ higher than yesterday.  
 Corn opened 2½ higher in sympathy with America, but later declined ¾. The pressure was in October.

**Chicago Cash Grain.**  
 September, 94½, 95½, 94½, 95½.  
 December, 98½, 99½, 98½, 99½.  
 May, 104½, 105½, 104½, 105½.

**Chicago Estimates Tomorrow.**  
 Wheat ..... 28 1/2  
 Corn ..... 28 1/2  
 Oats ..... 28 1/2

**Primary Movement.**  
**Receipts, Shipments.**  
 Wheat today ..... 1,332,000 523,000  
 Year ago ..... 1,078,000 551,000  
 Corn today ..... 519,000 327,000  
 Year ago ..... 638,000 471,000

**LIVE STOCK MARKET.**  
**Opening of Market.**  
 Hogs—Prospects slow at yesterday's average. Estimated today 8,000; left over 3,350. Slow at yesterday's average. Light 6.00@7.20, mixed 6.50@7.20, heavy 6.40@7.10, rough 6.40@6.65. Cattle 3.00; steady. Sheep 2.00; steady.

**Nine O'clock Market.**  
 Hogs Monday 27,000. Quality fair, market steady at Friday's average. Light 6.00@7.20, bulk 6.70@7.05, mixed 6.50@7.20, pigs 4.00@6.40, heavy 6.40@7.15, good 6.65@7.10, rough 6.40@6.65, Yorkers 7.05@7.15. Cattle dull and weak. Beesves 4.80@5.00, stockers 3.15@5.80, Texas 4.50@6.80, cows 2.25@6.20, westerns 4.20@7.10, calves 6.00@9.75. Sheep slow; native 2.50@4.25, lambs native 1.00@6.00, westerns 2.75@4.30, western lambs 3.50@6.25, yearlings 3.85@4.70.

**Close of Markets.**  
 Hogs closed steady at early prices. Light 6.00@7.20, bulk 6.70@7.05, mixed 6.50@7.20, heavy 6.40@7.10, rough 6.40@6.65. Cattle steady. Sheep steady.

**Western Live Stock.**  
 Hogs, Cattle, Sheep.  
 Kansas City ..... 4,000 5,000 1,000  
 Omaha ..... 4,800 100

**Estimated Tomorrow.**  
 Hogs, Cattle, Sheep  
 Chicago ..... 28,000; 26,000 46,000

**NEW YORK STOCKS.**  
 New York, Sept. 23.—Following are the quotations on the market today:  
 Union Pacific ..... 153 1/2

**U. S. Steel preferred .....** 105 1/2  
**U. S. Steel common .....** 50 1/2  
 Reading ..... 139  
 Rock Island preferred ..... 46 1/2  
 Rock Island common ..... 23 1/2  
 Southern Pacific ..... 107 1/2  
 New York Central ..... 101 1/2  
 Missouri Pacific ..... 36 1/2  
 Great Northern ..... 122  
 Northern Pacific ..... 114 1/2  
 Louisville & Nashville ..... 139  
 Smelters ..... 59 1/2  
 Colorado Fuel & Iron ..... 25 1/2  
 Canadian Pacific ..... 226 1/2

**LOCAL MARKET CONDITIONS.**  
 Eggs, 12½c.  
 Butter—Merry, 27½c; creamery, 30c.  
 Lard, 12c.  
**Feed and Fuel.**  
 Corn, per bushel, 70c.  
 Oats, 40c.  
 Forage—Timothy hay, \$20c.  
 Clover hay, \$15.  
 Wheat, 80c to 85c.  
 Wild hay, \$14 to \$17.  
 Straw, 8c.  
 Coal—Lump, per bushel, 15c; slack, 10c.  
 Potatoes—60c.

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